In the third exemplifying embodiment illustrated in Figures 3A-C the belt 3 is made of two layers of textile material, e.g. the Cordura 1000 mentioned above, coated with polyurethane rubber on one side. Here the layers are placed so that the sides coated with polyurethane rubber face each other in the middle portion of the belt. The outer layer will thereby have the possibility of sliding somewhat against the inner layer, the effect being to reduce the strains on the belt when driving on an uneven surface, e.g. over sharp stones.

Here, the inner and outer side portions 5, 8 are sewn to the belt 3 and consist of a textile material of a lighter quality than the belt. The elastic member 7 is a band as described above in connection with the second exemplifying embodiment.

Figures 4A,B show an exemplifying embodiment similar to that of Figures 3A-C, except that the outer side portion 8 is provided with two crossed straps 9, as is also shown in connection with Figure 1A.

In the fifth exemplifying embodiment shown in Figures 5A,B the outer side portion 8 is essentially fully covering, but is provided with four openings 11 which are large enough to serve as grips when the device 2 is to be stabilised during mounting or pulled off after use.

Figures 6A,B shows an exemplifying embodiment where the belt 3 and the inner side portion 5 is constituted by one and the same textile material, while the outer side portion 8 is fully covering.

The exemplifying embodiment in Figures 7A,B has its staring point in the example of Figures 6A,B, but the outer side portion 8 is provided with ventilation holes 12 along the outer edge and also two crossed straps 9. During driving the outer side portion 8 may have a tendency to act as a

centrifugal pump so that the device 2 is inflated. This effect may be advantageous when driving in loose snow because the air blown out along the free edge of the inner side portion 5 prevents the snow from penetrating into the device 2. If, on the other hand it is desirable that the device cling closer to the wheel, e.g. in case of narrow space conditions in the wheel well, the ventilation holes 12 may be advantageous.

Further development of the invention has suggested that the outer side portion of the device preferably may be made from a netting material, thus obviating any additional ventilation holes. For example, the netting may be made of PVC coated 1100 dtex polyester multifilament material. The netting openings may have an opening side length of 2-7 mm, preferably about 4 mm. Furthermore, there is reason to believe that polyester may be a suitable material also for the belt 3 of the device according to the invention. One envisions a belt of a multilayer construction, the outer surface comprising polyester multifilament yarn oriented crosswise to the circumferential direction of the belt. The yarn may have a fineness of about 1100 dtex, and the layer construction pattern could be 4-shed broken twill.

Furthermore, it is envisioned that the multilayer construction has an inner layer with a colour or colour pattern which is different from that of the outer layer or layers. Such a differently coloured inner layer, which may be made of polyester or polyamide, will appear when the outer layers are worn through and thereby serve as a wear indicator helping to prevent the situation where the device would separate in the circumferential direction into two parts.

Finally, it is envisioned that the outer and inner layers of the belt are interconnected by a common yarn system in said circumferential direction. Also in this case a yarn of polyester multifilament of about 1100 dtex is expected to be suitable.

It will be understood that according to the invention, a device has been provided which is simple and inexpensive to produce. It is environmentally desirable since it does not cause noise and vibrations or wear on the road surface during use and also since it is made of recyclable materials. The device provides good gripping ability on dry and wet snow and ice, even better than a good studded tire. It is very simple to fit onto and remove from the wheel, and it is comfortable to handle even in cold weather. Even though the device primarily is intended for use in difficult driving situations of a temporary nature, it has proven itself to be very durable. Thus, a prototype mounted on the driven wheels of a vehicle was driven a distance of 30 km at speeds varying between 60 and 70 km per hour, mostly on dry asphalt, which gives the highest wear. Both devices kept stably in place and were intact after the driving. Nevertheless, should the entire or parts of the device for one reason or another fall off during driving, due to its limited weight and soft character it will not do much damage to the vehicle or the surroundings. It will also be understood that the device according to the invention is not limited to the exemplifying embodiments described above, but that it may be modified and varied by the skilled person within the scope of the appended claims.